

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, & for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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FOR 1909.
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No. 15,933.

號三十三百九千五萬一第

日八念月三年元統宣

HONGKONG, MONDAY, MAY 17TH, 1909.

一拜禮

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VICTOR

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EVERY MAIL

OVER 200 MACHINES

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10,000 RECORDS.

TO SELECT FROM

THE LARGEST AND MOST
UP-TO-DATE STOCK

IN THE FAR EAST.

Hongkong, 1st October, 1908. [a40-2]

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

Cooking by

AN-CHONG.

(Late Chief Cook for many years to late
Mr. J. W. OSBORNE).

O. E. OWEN,
Proprietor.

Hongkong, 4th May, 1909. [a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory

In Bags 250 lbs. net \$3.45 per bag ex Factory

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

arrangements for a long stay.

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TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 2 hours.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
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JOHN D. HUMPHREYS & SON,
General Managers

Hongkong, 1st April, 1909. [a549]

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Isn't it worth something to know that your Prescription has been
filled absolutely right; that the drugs used have been the best
obtainable, that it is just as the doctor wants it? You have
this Insurance when your Prescription is filled at WATKINS
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CHEMISTS AND DRUGGISTS.

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HONGKONG.

DAY AND NIGHT TELEPHONE: 492. [a39]



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PILSENER BEER.

THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:

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Hongkong, 15th April, 1909. [a35]

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WINE & SPIRIT MERCHANTS

OF

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SIEMSEN & CO.

HONGKONG AGENTS. [a51]

LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW DESIGNS IN
SELECTED TEAK FURNITURE.
SIDEBOARDS AND DINNER WAGGONS.
DINING TABLES, CHAIRS, DESKS.
BOOKCASES, FOLDING CARD TABLES.
HALLSTANDS, HALL CHAIRS.
BEDROOM SUITES, WARDROBES.

FIRST CLASS WORKMANSHIP
INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 29th April, 1909. [a33]

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Black Magic, by Marjorie Bowen... \$1.75
The Old Man in the Corner, by Baroness... 1.75
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E. Brooke... 1.75
The Disappearance of Lady Diana, by... 1.75
R. Machray... 1.75
Queen Kate, by Chas. Garvice... 1.75
The Last Persecution, by S. N. Sedgwick... 1.75
The Socialist, by Guy Thorne... 1.75

The Press Album. Published in Aid of the Journalist's Orphan Fund... \$2.25
Pictorial London. Views of the Streets, Public Buildings &c. With Descriptive Text: 432 Full page plates... 9.00
Master Painters of Britain. 164 Full Page Reproductions of Best Paintings of Most Notable British Artists... 6.50
Hints on House Furnishing, by W. Shaw Sparrow... 6.50
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God the Known and God the Unknown, by Samuel Butler... 1.20
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Zoe, A Woman's Last Card, by Stanton and Hohen... \$0.80
Keepers of the House, by Cosmo Hamilton... 80
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The Blue Lagoon, by H. de Vere Stacpole... 80

"CLAN MACKENZIE"

SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS. [a34]

INTIMATIONS

JARDINE MATHESON & CO. LTD.

IT IS HEREBY NOTIFIED that Mr. JOHN JOHNSTONE has been authorized to Sign on behalf of our Company "Per Procuration" as from This Date. JARDINE, MATHESON & CO. LTD. Hongkong, 1st May, 1909. [739]

THE CHINA-BORNEO CO. LTD.

NOTICE.

DURING my Absences at any time from the Colony Mr. WILLIAM DENYS JUPP will Act as Manager at Hongkong of the above named Company. W. G. DARBY, General Manager. Hongkong, 10th May, 1909. [718]

NOTICE.

THE MANAGER OF KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOWING HORSES and PONIES can be shod by experienced Shanghai farriers on stated days to be arranged later. Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support. Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed. G. W. GEGG, Manager, Kennedy's Stables. Hongkong, 5th May, 1909. [705]

NOTICE.

WEISMANN, LIMITED.
OUR BUSINESS has been REMOVED to No. 14, Des Vaux Road Central. (Lately occupied by Madame Jay). Hongkong, 28th April, 1909. [667]

LOST.

ON the morning of 12th inst., near Douglas Pier, BLACK SPANIEL BITCH answering to the name of Biddy. Anyone found in possession of same after this Notice will be prosecuted. Anyone returning the Dog to Mr. H. SETH NORMAN COTTAGE, PEAK ROAD, will be rewarded. Hongkong, 14th May, 1909. [735]

SITUATION WANTED.

A YOUNG SWISS LADY seeks Situation as Travelling Maid or as Governess. Speaks English, French, German, and Italian. Apply to— Box 284, Care of "Daily Press" Office. Hongkong, 7th May, 1909. [714]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily. Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. [48]

FOR SALE

FOR SALE.

A MAGAZINE HAND CAMERA to carry one dozen Plates 5 by 4. Good Lens and Easy Adjustment. VELOX. Apply to— Care of "Daily Press" Office. Hongkong, 6th May, 1909. [710]

FOR SALE

ELECTRIC PLANT

Consisting of— ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE and LINDLEY. For further particulars apply to HONGKONG ELECTRIC CO. LD., St. George's Buildings. Hongkong, 23rd April, 1909. [649]

"HONEY SUCKLE"

BRAND

FRESH BUTTER

We offer this Butter as a

SUPERFINE
ARTICLE UNEQUALLED IN THE
EAST.

Connoisseurs will endorse this Statement after trial.

PRICE - - \$1 a lb.

THE DAIRY FARM CO., LTD. [563]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers: Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [593]

TIME FLIES!

SO DOES YOUR OPPORTUNITY. We have now only a few left of THE CELEBRATED

W. B. CORSETS

NIFORM AND ERECT FORM. Most Popular in the World and worn by the leading Society Belles of Europe and America. ONLY TO BE HAD FROM

HOOSAIN-ALI & Co. Hongkong, 3rd May, 1909. [41]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons. String Band Plays during Tiffin and Dinner. Well Furnished Reception Rooms. Private Bar and Billiard Room for Hotel Residents. Electric Lifts to each Floor. Electric Lighting and Fans. Telephones on every Floor. Every Comfort. Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms. Matron in attendance. CHARGES MODERATE, AND NO EXTRAS. A. F. DAVIES, Manager. [a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout. Electrically Lighted; Electric Fans (if required). Electric Passenger Elevator to each floor. Table D'Hôte at separate tables. For Terms, &c., apply to the MANAGER. Hongkong, 24th July, 1905. [a651]

"KINGSCLERE"
PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNELL ROAD. Telephone No. 134.

Telegraphic Address: "SACHSOLA." A.B.C. Code, 5th Ed. ELECTRIC LIGHT, Hot and Cold Water throughout. Billiards, Tennis, Croquet, putting green and fine stabling for horses. Proprietress, Mrs. G. SACHSE. [a45]

"BRAESIDE,"
PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour. Telephone No. 690.

Apply to— Mrs. F. W. WATTS, "Braeside," 22, Macdonnell Road. Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress. A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort to Residents and Tourists. Table D'Hôte at Separate Tables. MODERATE RATES.

Telegraphic address: "Comfort," Hongkong. For Particulars, apply to M. MATTHAEY, Proprietress. Hongkong, 5th October, 1908. [a43]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH CHINA) MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (s.s. Su An and Su Tai) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA." For Terms, apply to THE MANAGER. [a196]

VICTORIA HOTEL

SHAMSEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMSEEN, SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUPREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRAND

Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given to Tourists.

REASONABLE RATES. WM. FARMER, Proprietor. [a1623]

KIALAT HOTEL,
SWATOW.

IF you go to Swatow don't forget to stay at the KIALAT HOTEL. Nice

Comfortable Rooms, excellent cuisine. Situated five minutes run by rickshaw from German Consulate.

Miss E. WILL Proprietress. Swatow, 1st April, 1909. [562]

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S

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VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDOF
GENUINE AGE

AND

FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND

GUINNESS' STOUT

IN PINTS AND SPLITS.

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 17TH 1909.

How far the more reaching objects of 'Socialism' are likely to be realised is a question upon which the most speculative may well be undecided. The general feeling with regard to the movement is that common sense must surely come in somewhere, and a comfortable hope that, in spite of what is going on in so many directions, a reaction will set in at some time, and a return to more moderate principles be brought about. Meantime, however, it is impossible to ignore that Socialism is making great strides, and that there is an increasing tendency to look to the State to do what ought to be done by individuals for themselves. It seems surely a sorry illustration of the old spirit of Anglo-Saxon independence and self-reliance that large classes can no longer educate themselves, guard themselves against casualties incident to their work, or old "age-pension" themselves, but must look to Government to do all these things for them. This tendency forms also a striking illustration of the principle that extremes meet; as though it emanates from the masses, its practical effect is to place the people at large in a position in some respects little better than that under the system at work in China, which we are in the habit of looking upon as the embodiment of all that is arbitrary and oppressive. The same combinations among the masses that have brought sufficient pressure to bear upon the Government at home to cause it to pass socialistic measures is rapidly bringing to much coercion to bear upon the individual that it is scarcely exaggeration to say that in the present day a large number of the power classes in Great

Britain cannot call their souls their own. Trade Unions, and other like associations, now regulate matters in which formerly individuals were free to act for themselves according to the best of their judgment and ability; and at almost every stage they look to their "Union" for direction and to the Government for help. This has been the effective result of socialism so far as up to the present time it has been possible to put it into force; and those who are acquainted with the state of affairs that has for ages existed in China, cannot fail to recognise an ominous likeness between the condition to which Society is now drifting in Great Britain to that with which they have long been familiar in the Celestial Empire and whose shortcomings they have, with good reason, found occasion to deprecate. No one can object to combinations among the working classes in a reasonable manner and for legitimate objects; and so far as trade Unions are conducted upon these principles, they have the approbation of a large number of the soundest politicians. In many respects they have worked for good aims, if properly conducted, may undoubtedly be used for the benefit both of employers and employed. But unfortunately extreme socialism has by degrees been influencing their principles and actions, and they have shown an increasing tendency to go far beyond the sphere in which their action can be considered legitimate or likely to lead to useful results. By specious and quasi philanthropic declarations the Socialists have gradually worked upon the labouring population, and have succeeded in using them to force upon Government measures which in the end are likely to lead to their losing almost all personal independence, and unfortunately Government, for the sake of the votes that can be obtained, has been willing to allow to the labour classes powers of coercion, which they would certainly not grant to any others. As a natural sequence to this a feeling has been engendered that people are entitled to look to government to extend help to them in all directions, and much of the old self reliance, which specially characterised the working classes, is being lost; and the masses are in danger of falling under the power of Guilds or Unions in a manner that will be found none the less oppressive because the force which is put into play to coerce their members comes from below instead of from above. The strange thing is the willingness with which men by no means wanting in shrewdness and common sense are willing to give up their liberty, and to place themselves under the almost arbitrary dictation of the Unions or Associations to which they belong. In China we are familiar with the power that is exercised by Guilds and the like Associations; and know the extent to which they are able to dictate to their members and to deprive them of all freedom of individual action. With their extraordinary trading instincts, the Chinese manage to get on under such a system; but the pernicious effects of it are but too well known. To such a state of matters, however, it would seem that things are likely to drift at home unless some unforeseen circumstances arise to modify the movement which has set in with so much force. As to the hope that the labouring classes, as a whole, will benefit by it, China should form a good object lesson. There is no country where there are more labour organisations and probably none where the poor are so very poor as in China. It is true there are not any professional unemployed in that country. The Chinese show considerable "pluck" in making the best of bad circumstances and are not inclined to call for help as long as they can push along in anything to which they can put their hands. But vast numbers have to be content with a bare subsistence, protected by no Guilds or organisations, but having to pick up the crumbs which those who belong to the regular Guilds consider beneath their notice. And such is likely to be the result of the increasing coercion of Trade Unions at home. They may provide higher wages for those who belong to them, but they force increasing numbers out of any regular calling at all, and make them dependent upon any casual employment which they can find as a means of eking out a subsistence. This cannot in the long run be to the benefit of the working classes as a whole. It may benefit the more skilled workmen by procuring higher wages for them; but must press very hard upon the less skilled and upon large numbers who cannot join in a strike simply because they must get some kind of work in order to live. This beating of the matter may be hidden away for a time by work being artificially found for the "unemployed," but there must in the nature of things be a limit to the extent to which such assistance can be given even in the most prosperous countries. Labour provided for unemployed simply because they are unemployed, is called what we will—charitable relief, and must be before long come to an end.

To-day is the 23rd anniversary of the birth of King Alfonso of Spain.

The English Mail of the 17th April was delivered in London on the 14th inst.

Mr. H. E. R. Hunter and Mr. E. D. Sanders of the Hongkong and Shanghai Bank returned to Shanghai last week.

A steam launch collided with a fishing junk at Shaikwan Bay on Saturday morning, and a little girl belonging to the junk was drowned.

It is notified in the Gazette that Monday, the 24th instant, will be observed as a public and a Bank holiday, under the provisions of the Victoria Day Ordinance, 1903.

On Saturday the Christian Brothers celebrated the feast of the founder of their order, Jean Baptiste de la Salle. A high solemn mass was celebrated at the Roman Catholic Cathedral in the morning when the Rev. Fr. A. Plazak officiated.

It is stated in the Gazette that H. E. the Governor has been pleased to appoint Mr. P. J. Wodehouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 12th inst.

The appointment of Mr. W. D. Tratman to act as Assistant District Officer, Police Magistrate, and Assistant Land Officer for the Northern District of the New Territories, is notified in the Government Gazette.

His Excellency the Governor has been pleased to appoint Mr. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence of Mr. E. D. C. Wolfe, or until further notice, with effect from 11th inst.

A Shanghai contemporary says it has been found possible by the Palace Hotel wireless telegraphic installation to call up Hongkong at night, but not in the day time. The Empress of India on her last voyage up to Shanghai, got into communication with the port when 200 miles out.

H. E. the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council: No. 3 of 1909—An Ordinance to amend the Evidence Ordinance 1889; and No. 4 of 1909—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

It is notified in the Gazette that Mr. G. N. Orme is authorised by the Governor-in-Council to hold a Small Debts Court in the New Territories (exclusive of New Kowloon) at the following places:—Tai Po, Sha Tin, Kowloon, Shui, Shatin, San Tin, Tai Kin, Au Tau, Peng Shan, Sai Kung, Tsun Wan, Tai O, Tung Chung, Cheung Nam and Young Shu Wan.

A Japanese named Seizaburo Okumura summoned as a jurymen at the death inquiry at the Magistrate on Saturday, failed to answer his name and his Worship (Mr. Kemp) said a summons would be issued unless he appeared later and explained his absence. Subsequently he appeared and explained that he had been busy but had sent a letter asking to be excused. Mr. Kemp told him he must appear if again called upon.

An inquiry was held at the Magistrate on Saturday into the circumstances attending the death of a Chinese who died in Victoria Gaol the previous day. Mr. J. H. Kemp, who conducted the inquiry, expressed regret at having to call the jurors on such an inconvenient day but the inquiry had to be held within a certain time after the death. Evidence was given that deceased, a schoolmaster who had been sent to prison under the opium ordinance, suffered from ailments due to his age and the opium habit, and a verdict in accordance with the medical testimony was returned.

The N. C. Daily News thus refers to the departure of Mr. F. Anderson, who is a passenger by the P. and O. steamer *Malla*:—"There was a large gathering of the many friends of Mr. F. Anderson at the jetty last evening to bid him bon voyage on his leaving Shanghai by the P. and O. str. *Malla* for home. Mr. Anderson has been identified with the public life of Shanghai for many years and eloquent testimony to the esteem in which he is held here was given at the dinner to which he was entertained at the Country Club on Tuesday evening. Mr. Anderson came to Shanghai in the early eighties to Messrs. Holliday, Wise & Co., and in the beginning of 1890 he joined Messrs. Ilbert & Co., of which firm he is now principal partner. He served on the Municipal Council for eight years, 1892-3-4, 1897-8-9, 1904-5 and was (chairman during the years 1899, 1904, 1905. He represented the Council when the new Waterworks scheme was adopted, he was closely identified with the Telephone scheme, and also had much to do with the initiation of the Tramway system in Shanghai. Mr. Anderson was a prominent member of the Chamber of Commerce and the China Association. He was Chairman of the China Association 1898-99 and 1908-9, and is on the London Committee. As a sportsman Mr. Anderson identified himself principally with cross-country riding, cricket and rowing. In 1899 he was one of the team of cricketers which represented Shanghai against Hongkong, he was one of the Scotch eight in either 1884 or 1885, and he rode across country on the well-known pony 'Equity.' The loss to the community at large, as well as to many friends privately, that is occasioned by his departure cannot well be over-estimated and he will carry with him the sincerest wishes for his happiness and prosperity in the Home land.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

THE KAISER AT VIENNA.

"THE STEADFAST PROMOTER OF PEACE"

LONDON, May 15th.
At the State banquet at Vienna, the Emperor Francis Joseph in giving the toast of the Kaiser Wilhelm, greeted His Majesty in the most cordial manner as the steadfast promoter of peace. At the present moment, His Majesty went on to say, peace, after many dangers, was apparently assured. It was due to the unshakable loyalty of the allies—the Kaiser Wilhelm and King Emmanuel—that recent difficulties had been removed without warlike complications.

His Majesty the Kaiser replied at considerable length, and paid fervent tributes to the blessings of the Triple Alliance which had lately preserved the peace in Europe.

LONDON, May 16th.
During the brief visit of the Emperor Wilhelm to Vienna, His Majesty emphasised the revival, with renewed strength, of the Austro-German Alliance.

This is regarded as a highly significant intimation to Europe of the present position of affairs.

The Emperor and Empress of Germany left Vienna amid farewell demonstrations of the most cordial character.

JAPANESE CRUISERS AT VANCOUVER.

LONDON, May 15th.
The Japanese cruisers "Aso" and "Soya" have arrived at Vancouver.

The officers of the ships were entertained at luncheon at the barracks in Victoria, and the crews were entertained at a smoking concert.

A Naval Regatta takes place at Esquimalt to-day.

LONDON, May 16th.
The smoking concert at Victoria was a very enthusiastic gathering and the British and Japanese bluejackets and the Canadian regulars and militia have since been fraternising in the warmest manner.

HONGKONG UNIVERSITY SCHEME.

APPEAL BY THE CHINA ASSOCIATION.

LONDON, May 14th.
The London Committee of the China Association has issued a strong appeal on behalf of the Hongkong University scheme.

THE RAILWAY LOAN AGREEMENT.

LONDON, May 16th

The Conference at Berlin yesterday agreed that there should be a German Chief Engineer for the Hankow-Chengtu railway; and a British Chief Engineer for the Hankow-Canton line. In the event of an extension of the Chengtu line the appointment of a Frenchman as Chief Engineer is contemplated.

The Germans, British and French equally participate in the supply of material.

The Deutsche-Asiatische Bank, the Hongkong and Shanghai Bank and the Banque de L'Indo Chine take over the loan of 5½ millions sterling in equal parts.

Apologies of some correspondence now proceeding in the *Japan Gazette* on the forthcoming production by the local A.D.C. of "Lady Windermere's Fan," our contemporary notices that in the booking for the Bandmann Dramatic Company's season at Hongkong the most popular piece was "The Worst Woman in London." Some people, the *Gazette* adds, will probably find comfort in the reflection that Hongkong is as depraved as Yokohama.

LOCAL SPORT.

CRICKET.

Interest in cricket was revived on Saturday afternoon when the Hongkong Club played a match with the military team which is to go on tour to Shanghai and Japan next week. Fortunately the weather, which looked like a repetition of the constant rain of the two previous Saturdays, improved in time and a good number of spectators watched the game.

The scores were:—
H.K.C.C.
Comds. Noble, c and b Baird 57
H. W. Phillips, c and b Green, b Garnett 7
T. E. Pearce, c and b Anderson 33
A. A. Clifton, c and b Anderson 5
H. E. Makin, c and b Green, b Innes 0
H. Hancock, c and b Anderson, b Baird 73
R. E. Oliver, c and b Baird 1
E. C. Oliver, not out 12
Extras 12
Total for 7 wickets 242

MILITARY.
Capt. Baird, c and b Sharp 60
H. W. Green, c and b Sharp 25
D. K. Anderson, b Sharp 0
Capt. Garnett, c Sharp, b Clifton 19
Capt. Hierarchy, c Baird, b Oliver 22
E. C. Oliver, c Pearce, b Sharp 22
T. Innes, c Pearce, b Clifton 18
C. D. Satterthwaite, c and b Sharp 43
Capt. Crawford, not out 10
Extras 12
Total for 5 wickets 213

LAWN BOWLS.

CIVIL SERVICE V. POLICE.
This match was played on the Police ground on Saturday afternoon and resulted in a decided victory for the visitors by 100 points to 42.

Scores:
CIVIL SERVICE. POLICE.
W. H. G. Smith. P. C. Glendinning.
R. Blaney. Det. Insp. Hanson.
W. Tinchor. P. S. Grant.
L. E. Brett (skip) 22 Insp. Gourlay (skip) 11
E. W. Dawson. P. E. Bell.
W. H. Woolley. C. Insp. Baker.
M. M. Ivor. — Stewart.
J. A. Wheel (skip) 16 Insp. Robinson (skip) 14
J. J. Blake. P. C. Ogg.
J. Mackay. P. S. Cooper.
A. M. Thornhill. P. S. Watt.
W. H. Kelly (skip) 30 Insp. Withers (skip) 9
P. B. Adams. P. S. Gurnard.
C. H. Parkinson. P. S. Pitt.
R. Hudson. P. S. Sim.
C. Bond (skip) 32 Insp. Langley (skip) 8
100 42

KOWLOON V. TAIKOO.

The Kowloon Club were at home on Saturday to the Taikoo Club, and a pleasant game resulted in a win for the home team by 99 points to 50.

Scores:
KOWLOON. TAIKOO.
G. Grant. T. Shand.
R. Lapsley. W. Hardwick.
A. H. Milroy. J. Dickie.
D. Harvey (skip) 12 E. Aitken (skip) 23
T. Ramsay. S. Boulton.
T. Neave. J. Taylor.
J. Macdonald. J. McIntyre.
W. Russell (skip) 38 J. Currie (skip) 5
S. G. Harrison. D. McNell.
A. Ramsay. P. Farrel.
J. Menzies (skip) 25 H. Harrow (skip) 13
W. Taylor. A. Crane.
W. Brown. H. Dinnen.
D. Keith. O. Dickson.
R. H. Baxter (skip) 23 R. Perry (skip) 19
Total 98 Total 60

THE JINRIKSHA.

Despite its great convenience the jinriksha continues to be regarded as a nuisance by the Japanese. It appears that among the exhibits at the pending Yukon Exhibition it was intended to show a jinriksha with a Japanese driver. This project elicited a protest from the Japanese Consul in Seattle, Mr. Tanaka, who pointed out that such an exhibit would interfere with the endeavours of the Japanese Government to correct the impression prevalent in America that the Japanese labourer is willing to undertake any task, however menial, for a paltry wage. This protest is said to have proved successful, and it has been decided that the duty of pulling the jinriksha in the Exhibition shall be delegated to a white man. We must confess that this seems a little like stalling at a goal and swallowing a camel. So long as thousands and thousands of Japanese are employed in the Japanese Empire, it is surely somewhat self-deceptive to attempt to conceal the fact by such a measure as that attributed to Mr. Tanaka. We may be very sure that if the jinriksha ever becomes a largely used vehicle in any part of America, the driver will be a Japanese, for the simple reason that, so far as is known at present, no one of another nationality can pull a jinriksha as a Japanese can.—*Japan Mail*.

SUGAR REFINING IN NORTH MANCHURIA.

Up to the present there has been in North Manchuria only one company engaged in the sugar refining business. This company is managed by Russians, its location being in the vicinity of the Ussuri River. Recently, however, says a Tokyo news agency, the formation of another company at Fushichuan, Harbin, by some Chinese merchants, has been under consideration, while a third company is contemplated by a certain merchant of Hamburg at a place on the bank of the Sungari River opposite Fushichuan, the idea being to produce 10,000 lbs. of refined sugar per month. When these two companies are actually established, North Manchuria will have three companies engaged in the sugar-refining business. The Ussuri company was founded with a capital of 1,000,000 roubles, of which 950,000 roubles were invested by Russian Poles and 50,000 roubles by Chinese capitalists in Manchuria. The company is expected to be able to turn out about 75,000 lbs. a month, its plantations devoted to the cultivation of sugar cane being 1,250 chobu, while 300 employees are engaged. The company intends to commence operations next September. It is at present encouraging Chinese inhabitants in the district to engage in the cultivation of the sugar cane. When the three companies are in full working order their combined products are expected to reach 30,000 lbs. per month. All these companies, says the news agency, are being formed in view of the demand for sugar by the Chinese people. The dividends, presumably, are a minor consideration.—*Japan Gazette*.

THE RAILWAY ESTIMATES.

AN EX-GOVERNOR ON RAILWAY CONSTRUCTION BY CROWN AGENTS.

In view of the public interest excited by the statement presented to the Legislative Council by H. E. the Governor regarding the alarming increase in the estimated cost of constructing the British section of the Kowloon-Canton railway, the following extract from Sir Frank Swettenham's book "British Malaya" is worth quoting:—

"It appears that Colonies—that is, of course, Crown Colonies—responsible Governments do not please," and do not employ the Crown Agents—are not supposed to possess engineers qualified to construct railways; and, as a rule, it may be granted that that is a very proper supposition. Therefore there is an established system for the construction of Government railways in these places, and that system is, that the Consulting Engineers to the Crown Agents undertake the whole job. They select, survey and set out the line, appoint as many engineers as they think necessary, and send them out to do the construction on salaries fixed by them or in consultation with the Crown Agents. They decide the weight of the rails, the type of the bridges and rolling-stock, purchase the whole of the materials, and when the line is completed, they inform the Government of the Colony for whom it is made, whose only concern is to pay the bill. The advantage of this system is that the line is made in time—and neither the Colony's chief engineer, nor its Governor, nor its Executive or Legislative Council, have any real responsibility for the work, even though it takes twice as long to construct as the time originally estimated and costs twice as much. As the Construction Engineer is serving his masters in England and not the Colonial Government, it is difficult to interfere with him; and as the Colony has no concern with the railway until it is finished and handed over, it is no-one's business to criticize. Moreover, if there is no one in the Colony capable of constructing the railway it is difficult to suppose that local criticism can have any value. The objections to this 'established system' are that the work is executed thousands of miles from the people who are responsible for it, who very probably have no personal knowledge of the local circumstances, of the effects of the climate and rainfall, of labour conditions, of local prices, of the usefulness or otherwise of local materials under certain conditions common in railway construction, of the resources of the place, and so on. The Engineer in charge of the work is probably equally at sea until he has been many months in the place and bought his experience at the cost of thousands of pounds. Then, as already explained, the local Government cannot interfere, cannot be always raising questions only to be asked again in full reports in writing, and perhaps, eventually have to explain what title it has to offer an opinion on technical points. However much the time, or the estimated cost, of the work is exceeded, no one is responsible. The Secretary of State, of course, only insists on the system; beyond that he washes his hands of the matter. The Crown Agents have clearly nothing to do with it; the whole business only gives them trouble. The Consulting Engineers cannot be held responsible if there is more rain, or more sun, than they expected at any particular time; nor are they held responsible if their representative in the Colony finds it impossible to get labour, or sleepers, or any other local commodity at the prices named in the estimates. If a bank is washed away because the waterways were not large enough to admit the passage of stormwater, or if a bridge tumbles down because the foundations were not properly constructed, the people in England cannot be made to suffer and as for the Engineer in charge, the utmost that can be done is to dismiss him, and he is not serving the Government, but the Consulting Engineer. Worst of all, the Consulting Engineers, as such, disappear and are replaced by Construction Engineers who pass the work of their own men, or of the Contractors they employ, being placed in the irrevocable (and to the Government) unsatisfactory position of having to sit in judgment on their own plans and estimates carried out by their own servants—men who probably have to look to them for future employment. Therefore, whatever the kind of work put in, the Government has to accept it; whatever the bill, the Government has to pay it; however, the estimated time of construction is exceeded, the public must bear it patiently; because this is the established system under which railways are made in Crown Colonies. It might almost be added that, unless a man believes in the system faithfully, he cannot be saved.

WHO MADE THE SPANISH-AMERICAN WAR?

Dr. Henry S. Pritchett contributes an interesting paper to the *North American Review* for March entitled "Some Recollections of President McKinley and the Cuban Intervention." He supplies McKinley with maps and charts of the Philippines and the West Indies during the Spanish-American war, and Mr. McKinley appears to have talked to him very freely. Dr. Pritchett says:—

"The matter of which the President spoke with most feeling was his conviction that, if he had been left alone, he could have concluded an arrangement with the Spanish Government, under which the Spanish troops would have withdrawn from Cuba without a war. Of this he spoke with great frankness, stating most explicitly his conviction that, but for the inflated state of public opinion and the fact that Congress could no longer be held in check, a peaceful solution might have been had."

But Mr. Heart and the *New York Journal* were too much for Mr. McKinley and Mr. Reed. Another illustration, if one were wanted, of the fact that Governments are much more pacific than their subjects:—

"There could be no question of his firm belief that, if left alone, he could have settled the matter without a war. The situation in Congress finally came to a point where, in his opinion, it was impossible for him to stop the war current. What the causes were which led up to this condition he did not indicate with great definiteness, otherwise than to mention incidentally the incessant pressure upon him, the moralism of certain members of the House and of the Senate, and the stampeding of Congress under the impression that the country was demanding immediate hostilities. Whether this spirit could have been dealt with successfully by a man made of sterner stuff than President McKinley, it would be difficult at this time to say."

In 1898 the most powerful offices under our Government—the Presidency and the Secretary of the House—were filled by William McKinley and Thomas B. Reed. These two men were not in sympathy with each other politically or personally; but in the belief that war was unnecessary they were thoroughly agreed, and all the influence which went with their great places was thrown into the effort to stem the current setting for war.

NOTICES TO CONSIGNEES

SS. "POLYNESIAN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex ss. "Sidon" from Havre ex ss. "Sidon" from Bordeaux ex ss. "Vill de Dunkigne" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 17th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th inst., or they will not be recognized. All damaged packages will be examined on Monday, the 17th inst., at 3 P.M.

No Fire Insurance has been effected. No Fire Insurance can be obtained immediately after landing.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 10th May, 1909. [726]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"OCEANA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, ex ss. "Moltan."
From Australia ex ss. "Mongolia."
From Calcutta, ex ss. "Sicilia."
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 12th May, 1909. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENLOMOND"

FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th May, 1909. [734]

FROM EUROPE.

THE H.A.L. Steamship

"SILVIA"

Captain Porzelius, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 14th May, 1909. [738]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £67,500 0 0
II. Fire Funds £3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 588G. at 36, 37 and

75.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the

Constipated, and the Obese.

GOLD MEDAL,

St. Louis, 1904.

DOSE:—A Wineglassful in the morning

before Breakfast. [607-1]

AS SUPPLIED TO THE HOUSE OF

LOARDS, AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

PER CASE

£ 15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE

OF GREENOCK AND HAS BEEN SOLD IN THE SINCE 1840

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO AND

SINGAPORE.

THE Company's Steamship

"BINGO MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 20th inst., will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Hongkong, 13th May, 1909. [737]

SCIENTIFIC MISCELLANY.

SUCCESSFUL PLATING OF ALUMINUM—THE BEST THREE-PLATING—NEW CRIMINAL RESISTANT—SCIENTIFICALLY HUSTING—A BATTERY THAT WORKS IN LIGHT—CARBON RESISTANT—A BUOYANT LIFE PRESERVER—A NOVEL KIND OF PIANO—SOUND IN HALFS.

The problem of plating aluminum with some metal resisting corrosion is claimed to have been solved at last. The plating bath used in the new process is a solution of the metal to be employed in alcohol, and excellent results have been obtained with gold, copper and nickel, although silver and lead proved unsuitable.

The results with zinc and platinum have been indifferent. A current of 2 1/2 to 3 volts is used, and the aluminum to be plated is first connected to the anode to remove the oxide, the connections being then reversed. Oxide does not form again, a clean surface being obtained that satisfactorily takes the plating metal deposit.

That the elaborate carousals taken in planting fruit trees is a waste of labor is indicated by the last report of the Woburn Experimental Fruit Farm in England. It is commonly thought necessary to prepare a large, shallow hole, spreading out the roots in all directions and arranging them near the surface with a slight upward turn at the ends, and then sitting in the soil with many precautions. This method of planting was tried with that of crowding the roots into small holes and ramming down the earth. The experiments were made not only at Woburn, but at Harpenden, Bedford and other places, and 59 per cent. of the sets showed in favor of ramming, 27 per cent. showed no difference, and only 14 per cent. were against ramming.

The new method of identifying criminals of Prof. Tannassia consists in preserving photographs of the views on the back of both hands. These show a striking diversity in the two hands, but more important are the differences in the hands of different persons, and these give unmistakable evidence of the identity of a criminal arrested at different times. The hands being so much larger, it is far easier to trace slight peculiarities of the lines than in the minute prints of finger tips.

Science has effected no more remarkable saving of waste than in the revolution begun in the ancient industry of pearl-fishing. Only a very small part of the oysters have pearls, but in Ceylon, the chief centre of the industry, it has been the custom to place all oysters taken in a pile to decay, when the pearls are washed out. In this way there is enormous destruction of oysters at the time, worthless, many of which would produce pearls if kept alive longer, while there is the further great loss of seed-pearls that are not permitted to grow to a useful size.

Radiographs exhibited by Dr. Raphael Dubois in 1901 and 1906 showed pearls in their natural position in fresh-water mussels and marine oysters, and, seeing these, John Salomon, an American electrical engineer, decided to study pearl culture and the practical use of X-rays as suggested. Going to Ceylon after a time, he built a house on the deserted island of Ipation in an immense bay. Here the fishers bring their oysters, which are placed in troughs containing 100 each, and in the X-ray room photographs of as many as 60 troughs are made in a minute.

The good pearls shown in the pictures are removed at once. The oysters having no pearls are put back unharmed into the sea, and the shells containing seed pearls are placed in a marked area of the bay called the nursery, where the pearls will be given time for growth.

The "photo-electric cell" is a form of dry battery that represents a recent interesting development, as it becomes active only when exposed to light. It consists of a glass tube, with the air exhausted to a high vacuum, in which one electrode is a strip of platinum and the other is an amalgam of potassium and sodium. Exposing the amalgam to a strong light causes a current to flow from the platinum strip to the amalgam through the vacuum tube.

Looking out of the windows in the cause found for car sickness by an American physician. Near objects flit by rapidly, those a little farther away move more slowly, those very far off are almost stationary, and the whole landscape appears to be revolving around a common centre. The unconscious effort to take in everything produces a rapid lateral oscillation of the eyeballs, easily seen in the passengers on any train. The eye strain is enormous, and this is the chief factor in producing car sickness.

The novel life belt of a Hamburg inventor is a hollow belt of rubber, 5 1/2 inches in diameter, to the upper surface of which is fastened a small metallic cylinder filled with liquid carbon dioxide. The ends are flat plates that can be quickly and easily hooked together beneath the arms. When a tap is turned, the liquefied gas escapes and instantly volatilizes, inflating the cell to its fullest capacity of 27 1/2 quarts. The support of the belt permits a person to keep perfectly upright in the water, and the buoyancy is greater than that of any life-belt in use. For example, the gas-inflated belt weighing 44 pounds sustains a weighing 55 pounds, while the ordinary cork belt has a weight of 8 pounds but sustains in the water only 16 pounds.

The dulcitone of Thomas Macbeth of Glasgow has the keyboard of a piano, but the key-hammers produce sound by striking steel forks, like shankless tuning-forks—instead of wires. A semicircular steel spring carries the vibrations from each fork to the sounding-board. The tone is softer than that of the piano, but it has great clearness and carrying power, and is adapted for other playing as well as for accompanying other instruments or the voice. Important advantages are the lack of necessity of tuning and the portability. A dulcitone of 5 octaves weighs but 45 pounds, but a piano of the same range has a weight of 250 pounds or more.

Objects and materials in an auditorium absorb sound in a striking degree, which has been lately determined. The standard of perfect absorption taken is an open window, through which sound passes and does not return. A large audience absorbs 96 per cent. of the sound, a Persian rug, 29 per cent. of the incident sound; upholstered furniture, or oil paintings, 23 per cent.; curtains, 23 per cent.; linoleum on the floor, 12 per cent.; pine flooring, 6 per cent.; glass, 3 1/2 per cent.; brickwork or plaster, 2 1/2 per cent. This explains why it is necessary to speak louder to a large than to a small audience; also why a hall with unpleasant echoes when empty may become easy to speak in when filled.

SHARE REPORT.

Messrs. Erich Georg & Co. in their weekly share list, dated 15th May, state:—During the week under review, our market has ruled very firm for most stocks, and in some cases a further advance in rates has been established. The sterling demand rate of exchange on London closes at 1s. 9 1/2d., while rates on Shanghai are 1s. 7 1/2d. for a 1/2% T/T and 1s. 7 1/2d. for a three days sight Draft. Bar silver in London is quoted 24 1/2d., and Consols 285 1/2.

The rates of discount in London are unchanged. BANK SHARES.—Hongkong and Shanghai sold in the early part of the week at 89 1/2d., but later on 95 1/2d. has been paid, and more shares are wanted; the London rate is 289. 10s. 10d. Nationals have enquiries at 85 1/2d.

MARINE INSURANCE SHARES.—Unions sold in fair quantities at 85 1/2d. to 89 1/2d. and more shares could probably be sold. Canton stock at 18 1/2d. to 19 1/2d., and have sellers at latter rate. Other stocks under this heading are unchanged without sales.

FIRE INSURANCE SHARES.—Hongkong, after sales at 133 1/2d., jumped to 134 1/2d. at which rate sales have been made and further shares could be placed. Chinas changed hands at 130 1/2d. and are wanted now at 130 1/2d.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats changed owners at 35 1/2d., but a few more shares are obtainable. Indo-China have been done to the north in fair quantities at 57 1/2d. and 58 1/2d., the market closing with buyers at 57 1/2d.; the Shanghai rate is 11s. 6d., while London quotes 24 1/2d. for preference and 22 1/2d. for deferred shares. China and Manilla, as well as Donglases, are unchanged. Old Star Ferries sold at 26 1/2d. and have further buyers while the new issue can be placed at 31 1/2d. Shell Transporters are wanted at 60s. for Besser shares; the London rate is 61s. 9d. for name shares. Union Waterboats sold and have buyers at 31 1/2d.

RAFFERIES.—China Sugars sold at 13 1/2d. to 14 1/2d., and are wanted at latter figure. Lurons are weak with sellers at 31 1/2d.

MINING SHARES.—Charbonnages are unchanged, Raub, owing to favourable advices from the mine, have been done at rising, from 88 up to 110 having been paid; they close quieter with sellers at 93, and no buyers over 93 1/2d. Chinese Engineering and Mining Company's shares are easier in the north, with no buyers over 11s. 16d.

DOCKS, WHARVES, GODOWNS, &c.—The price of Hongkong and Whampoa Docks has been melting away further, and there are now sellers at 170. Hongkong and Kowloon Wharves sold at 87 to 89, at which latter figure they are on offer. Shanghai and Hongkong Wharves, after rising to 17s. 17d., have sellers in the north at 17s. 17d. Other stocks under this heading are unchanged.

LANDS, HOUSES AND BUILDINGS.—Hongkong Lands are in demand at 1102. Old Hotels fetched 87 1/2d., while the new issue is offering at 92. Humphreys' Estates sold and have buyers at 99. Shanghai Lands are quoted 12s. 12d. Other stocks under this heading are unchanged.

COTTON MILLS.—Shanghai quotations are the same as given last. Hongkong Cottons have been negotiated at 78 1/2d.

SUNDRY MANUFACTURING COMPANIES.—A fairly large business has been transacted in China Light and Power shares, from 55 1/2d. up to 64 1/2d. having been paid, the market closing with a few shares offering at 56. Hongkong Electric sold and have further buyers at 318 1/2d. Green Island Cements fetched 93 1/2d., more shares are on offer. In other stocks under this heading nothing has transpired, and rates are the same as given last.

MISCELLANEOUS.—Campbell, Moore & Co.'s shares sold at 81 1/2d., China Borneos at 82 1/2d., and China Providents at 83 1/2d. Old Bank of China have sellers at 81 1/2d., while some business has been done in the new issue, at 82. Langkias have receded in the north to 1s. 11 1/2d. Watsons changed hands at 89. Wm. Powell have enquiries at 33, and Weissmanns at 135 1/2d. In other stocks under this heading there is no change to report, and no sales have been made public.

5 octaves weighs but 45 pounds, but a piano of the same range has a weight of 250 pounds or more.

Objects and materials in an auditorium absorb sound in a striking degree, which has been lately determined. The standard of perfect absorption taken is an open window, through which sound passes and does not return. A large audience absorbs 96 per cent. of the sound, a Persian rug, 29 per cent. of the incident sound; upholstered furniture, or oil paintings, 23 per cent.; curtains, 23 per cent.; linoleum on the floor, 12 per cent.; pine flooring, 6 per cent.; glass, 3 1/2 per cent.; brickwork or plaster, 2 1/2 per cent. This explains why it is necessary to speak louder to a large than to a small audience; also why a hall with unpleasant echoes when empty may become easy to speak in when filled.

SHARE REPORT.

Messrs. Erich Georg & Co. in their weekly share list, dated 15th May, state:—During the week under review, our market has ruled very firm for most stocks, and in some cases a further advance in rates has been established. The sterling demand rate of exchange on London closes at 1s. 9 1/2d., while rates on Shanghai are 1s. 7 1/2d. for a 1/2% T/T and 1s. 7 1/2d. for a three days sight Draft. Bar silver in London is quoted 24 1/2d., and Consols 285 1/2.

The rates of discount in London are unchanged. BANK SHARES.—Hongkong and Shanghai sold in the early part of the week at 89 1/2d., but later on 95 1/2d. has been paid, and more shares are wanted; the London rate is 289. 10s. 10d. Nationals have enquiries at 85 1/2d.

MARINE INSURANCE SHARES.—Unions sold in fair quantities at 85 1/2d. to 89 1/2d. and more shares could probably be sold. Canton stock at 18 1/2d. to 19 1/2d., and have sellers at latter rate. Other stocks under this heading are unchanged without sales.

FIRE INSURANCE SHARES.—Hongkong, after sales at 133 1/2d., jumped to 134 1/2d. at which rate sales have been made and further shares could be placed. Chinas changed hands at 130 1/2d. and are wanted now at 130 1/2d.

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